

117TH CONGRESS
2D SESSION

H. R. 6976

To improve technology and address human factors in aviation safety, and
for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MARCH 8, 2022

Mr. DESAULNIER introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Science, Space, and Technology, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To improve technology and address human factors in aviation
safety, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 SECTION 1. SHORT TITLE.

4 This Act may be cited as the “Safe Landings Act”.

5 SEC. 2. FINDINGS.

6 Congress finds the following:

7 (1) Given that the United States enjoys an ex-
8 ceptionally safe aviation system with an exceedingly
9 low frequency of airline accidents, efforts to improve

1 aviation safety should examine nonaccident safety
2 incidents for all possible insights.

3 (2) Aviation safety should not be taken for
4 granted, and even with so few accidents, the U.S.
5 Aerospace System should proactively address safety
6 concerns that emerge from our dynamic and evolving
7 economic conditions, technology, aviation industry,
8 and other factors.

9 (3) Preventing accidents from occurring in the
10 airport runway environment remains an objective re-
11 quiring continued effort, and incidents of runway
12 confusion, defined as the subset of runway incur-
13 sions in which an aircraft unintentionally takes off
14 or lands on a taxiway or incorrect runway, should be
15 carefully monitored, reviewed, and studied for in-
16 sights to improve safety.

17 (4) While technology continues to advance and
18 new opportunities to use technology to address safe-
19 ty risks in aviation are examined and pursued, the
20 evolving role of technology and the expanding use of
21 automation should not be used as justification to di-
22 minish attention to and prioritization of the human
23 contribution to aviation safety. The aviation industry
24 and the Government must ensure that training pro-
25 grams for flight crews and other personnel are ap-

1 appropriately evolving, that training standards and ex-
2 pectations remain rigorous, and that risks and con-
3 cerns associated with the interaction between hu-
4 mans, technology, and automated systems are identi-
5 fied, studied, and addressed in a timely manner.

6 **SEC. 3. IMPLEMENTATION OF NTSB RECOMMENDATIONS.**

7 (a) NAVIGATIONAL RADIOS.—The Administrator
8 shall implement the recommendation of the National
9 Transportation Safety Board numbered as A-18-23 and
10 issued on October 11, 2018, with respect to the tuning
11 of navigational radios to assist flight crews in managing
12 the flight path of aircraft on visual approaches. The Ad-
13 ministrator shall work with part 121 air carriers on imple-
14 mentation of this recommendation, and, not later than 1
15 year after the enactment of this Act, the Administrator
16 shall issue to Congress a report on air carrier compliance
17 rate.

18 (b) NTSB RECOMMENDATION.—

19 (1) IN GENERAL.—The Administrator shall im-
20 plement the recommendation of the National Trans-
21 portation Safety Board numbered as A-18-25 and
22 issued on October 11, 2018, and, not later than 1
23 year after the enactment of this Act, the Adminis-
24 trator shall issue to Congress a report on the status
25 of the implementation.

6 (c) PILOT ALERTS.—The Administrator shall—

1 (4) not later than 1 year after the date of en-
2 actment of this Act, issue to Congress a report on
3 the progress of the work described in paragraph (1).

4 (d) NTSB RECOMMENDATION.—

5 (1) IN GENERAL.—The Administrator shall im-
6 plement the recommendation of the National Trans-
7 portation Safety Board numbered as A-18-27 and
8 issued on October 11, 2018, and, not later than 1
9 year after the enactment of this Act, the Adminis-
10 trator shall issue to Congress a report on the status
11 of the implementation.

12 (2) CONSIDERATION.—In implementing this
13 recommendation, the Administrator shall consider
14 any relevant findings identified pursuant to section
15 334 of the FAA Reauthorization Act of 2018 (Pub-
16 lic Law 115-254).

17 **SEC. 4. INVESTIGATIONS FOR COVERED EVENTS.**

18 (a) IN GENERAL.—Once implementation of section
19 3(b) of this Act is complete, the National Transportation
20 Safety Board may initiate investigations of covered events
21 to determine risk factors specific to the airport at which
22 such an event occurred and other elements of the National
23 Airspace System that may contribute to the cause of the
24 event. The National Transportation Safety Board may
25 also elect to consider multiple events in a single report

1 as part of a special investigation or study to examine safe-
2 ty factors contributing to these events.

3 (b) ADDITIONAL INVESTIGATIVE INFORMATION.—In
4 addition to any investigation that the National Transpor-
5 tation Safety Board is conducting with respect to any spe-
6 cific covered event, the NTSB shall utilize voluntarily pro-
7 vided safety information in its evaluation of associated risk
8 in the National Airspace System and protect such infor-
9 mation from public release in accordance with section
10 1114(b)(3) of title 49, United States Code.

11 (c) CONTENT.—The review and analysis shall exam-
12 ine factors present at the time of any covered event at
13 such airport, including—

14 (1) challenges pilots perceive when flying into
15 and out of the airport;

16 (2) challenges that air traffic controllers face
17 when working at the airport;

18 (3) characteristics of the communications
19 among and between groups of personnel whose work
20 relates to the movement of aircraft into and out of
21 the airport including pilots, air traffic controllers,
22 maintenance workers, dispatchers, and airline air-
23 port operations personnel; and

1 (4) physical characteristics of the airport and
2 its facilities, such as the configuration of runways,
3 runway lighting, and construction activity.

4 **SEC. 5. TASK FORCE ON HUMAN FACTORS IN AVIATION**

5 **SAFETY.**

6 (a) IN GENERAL.—Not later than 6 months after the
7 date of enactment of this Act, the Administrator shall con-
8 vene an FAA Task Force on Human Factors in Aviation
9 Safety.

10 (b) COMPOSITION.—The Task Force shall consist of
11 members appointed by the Administrator and having ex-
12 pertise in an operational or academic discipline that is rel-
13 evant to the analysis of human errors in aviation. The
14 number of members shall be determined by the Adminis-
15 trator to ensure sufficient representation of relevant oper-
16 ational and academic disciplines.

17 (c) DURATION.—

18 (1) IN GENERAL.—Members of the Task Force
19 shall be appointed for the length of the existence of
20 the Task Force.

21 (2) LENGTH OF EXISTENCE.—

22 (A) IN GENERAL.—The Task Force shall
23 have an initial length of existence of 2 years.

24 (B) OPTION.—The Administrator may ex-
25 ercise an option to lengthen the duration of the

1 existence of the Task Force for a period of 2
2 years.

3 (d) DISCIPLINES.—For purposes of subsection (b),
4 disciplines may include air carrier operations, line pilot ex-
5 pertise, air traffic control, technical operations, aero-
6 nautical information, aircraft maintenance and mechanics
7 psychology, linguistics, human-machine integration, gen-
8 eral aviation operations, and organizational behavior and
9 culture.

10 (e) EXPERTISE.—

11 (1) IN GENERAL.—No less than half of the
12 members shall have expertise in aviation.

13 (2) ADDITIONAL EXPERTISE.—The Task Force
14 shall include members with expertise on human fac-
15 tors but whose experience and training are not in
16 aviation specifically and who have not previously
17 been engaged in work related to the FAA or the
18 aviation industry. The Task Force shall also include
19 pilot labor organization, certificated mechanic labor
20 organizations, and at least one member from an air
21 traffic controller labor organization.

22 (f) FAA MEMBERS.—

23 (1) IN GENERAL.—Not more than 4 members
24 may be employees of the FAA and NTSB, excluding
25 representatives of the labor representatives of em-

1 employees of the air traffic control system. Not more
2 than 2 members may be employees of the NTSB.
3 The FAA and the NTSB members shall be non-vot-
4 ing.

5 (2) FAA EMPLOYEES.—Any member who is an
6 FAA employee shall have expertise in safety.

7 (g) DUTIES.—In coordination with the Research, En-
8 gineering, and Development Advisory Committee estab-
9 lished under section 44508 of title 49, United States Code,
10 the Task Force shall—

11 (1) not later than the date on which the Task
12 Force is no longer in existence, produce a written re-
13 port that—

14 (A) to the greatest extent possible, identi-
15 fies the most significant human factors and
16 their relative contribution to aviation safety
17 risk;

18 (B) identifies new research priorities for
19 research in human factors in aviation safety;

20 (C) reviews existing products by other
21 working groups related to human factors in
22 aviation safety including the Commercial Avia-
23 tion Safety Team (CAST)'s work pertaining to
24 flight crew responses to abnormal events;

1 (D) provides recommendations on potential
2 revisions to any FAA regulations and guidance
3 pertaining to the certification of aircraft under
4 part 25 of title 14, Code of Federal Regula-
5 tions, including sections related to presumed
6 pilot response times and assumptions about the
7 reliability of pilot performance during unex-
8 pected, stressful events;

9 (E) reviews rules, regulations, or standards
10 regarding flight crew rest and fatigue, as well
11 as maintenance personnel rest and fatigue, that
12 are used by a sample of international air car-
13 riers, including those deemed to be more strin-
14 gent and less stringent than the current stand-
15 ards pertaining to United States air carriers,
16 and identify risks to the National Airspace Sys-
17 tem from any such variation in standards
18 across countries;

19 (F) reviews pilot training requirements and
20 recommend any revisions necessary to ensure
21 adequate understanding of automated systems
22 on aircraft;

23 (G) reviews approach and landing mis-
24 alignment and make any recommendations for
25 improving these events; and

- 1 (H) identifies ways to enhance instrument
2 landing system (ILS) maintenance schedules;
3 determines how a real-time smart system
4 should be developed that informs the Air Traf-
5 fic Control System, Airlines, and Airports about
6 any changes in the state of runway and taxiway
7 lights; and identifies how this system could be
8 connected to the FAA's maintenance system;
- 9 (2) produce a written report to Congress not
10 less than once every 2 years that—
- 11 (A) summarizes new research developments
12 on human factors in aviation safety;
- 13 (B) to the greatest extent possible, identi-
14 fies the most significant human factors and
15 their relative contribution to aviation safety
16 risk; and
- 17 (C) provides any recommendations for pol-
18 icy or regulatory action; and
- 19 (3) if the Secretary exercises the option de-
20 scribed in subsection (c)(2)(B), not later than the
21 date that is 2 years after the date of establishment
22 of the Task Force, produce an interim report con-
23 taining the information described in paragraph (1).

1 (h) APPLICABLE LAW.—The Federal Advisory Com-
2 mittee Act (5 U.S.C. App.) shall not apply to the Task
3 Force.

4 SEC. 6. RESEARCH AND DEVELOPMENT PROGRAM ON NEW
5 APPROACHES TO DATA ANALYSIS FOR AVIA-
6 TION SAFETY.

7 (a) IN GENERAL.—The Secretary shall establish a
8 new research and development program to be undertaken
9 by the FAA's Consortium in Aviation Operations Research
10 (NEXTOR II) to investigate and develop new approaches
11 to data analysis for understanding the factors in aviation
12 safety incidents and identifying emerging risks of future
13 safety incidents.

14 (b) APPROACHES.—The approaches described in sub-
15 section (a) include the use of new algorithms for analyzing
16 the text and audio of communications between flight crews
17 and air traffic controllers and the use of machine learning
18 or artificial intelligence methods for analyzing a variety
19 of data sets, including, data on weather, performance of
20 communication, navigation and surveillance equipment
21 and facilities, flight delays, safety incidents, flight crew
22 work schedules, and air traffic and crew member commu-
23 nications for detecting anomalies in the National Airspace
24 System.

1 (c) COLLABORATION.—In carrying out the research
2 program established in this section, member institutions
3 of the Consortium shall collaborate in the sharing of data
4 for the purpose of testing and demonstrating the potential
5 effectiveness of new approaches to analysis—

6 (1) with each other;
7 (2) with aviation industry partners;
8 (3) with units within the FAA including groups
9 within the Air Traffic Organization, NextGen Office,
10 Office of Airports, and Aviation Safety; and
11 (4) with the National Aeronautics and Space
12 Administration's Aviation Safety Reporting System.

13 (d) RESEARCH.—

14 (1) IN GENERAL.—The research undertaken
15 pursuant to this section shall prioritize under-
16 standing the ways that various forms of human fac-
17 tors contribute to aviation safety risk.

18 (2) FACTORS.—The factors described in para-
19 graph (1) may include fatigue and distraction during
20 critical phases of work among pilots or other avia-
21 tion personnel, tasks and workload, organizational
22 structure and culture, communication among per-
23 sonnel, adherence to safety procedures, and any
24 other relevant factors that are the cause or potential
25 cause of human error in aviation operations.

1 (3) HIGHLY AUTOMATED AIRCRAFT.—Research
2 should seek ways to improve the design of highly
3 automated aircraft to reduce instances of mode con-
4 fusion and to combat problems of reduced awareness
5 of basic flight parameters resulting from compla-
6 cency about automated systems.

7 (e) AUTHORIZATION OF APPROPRIATIONS.—There is
8 authorized to be appropriated \$20,000,000 for carrying
9 out the program described in this section for each fiscal
10 year from 2022 through 2027, including grants to partici-
11 pating research institutions, including the academic insti-
12 tutions that make up the FAA’s Consortium in Aviation
13 Operations Research, the National Aeronautics and Space
14 Administration, the FAA’s Office of Safety, the NextGen
15 office, and units within the FAA’s Air Traffic Organiza-
16 tion that work on safety issues.

17 (f) SUNSET.—The program shall terminate on the
18 date that is 6 years after the date on which the program
19 is established.

20 **SEC. 7. USING INSTRUMENT APPROACH PROCEDURES AS
21 BACKUPS TO VISUAL APPROACHES.**

22 (a) REPORT.—Not later than 120 days after the date
23 of enactment of this Act, the Administrator shall issue a
24 report to the Committee on Transportation and Infra-
25 structure of the House of Representatives and the Com-

1 mittee on Commerce, Science, and Transportation of the
2 Senate that uses a representative sample of part 121 and
3 part 129 air carriers to review the current range of air
4 carrier practices in requiring the use of instrument ap-
5 proach procedures as a backup system for visual ap-
6 proaches and the extent to which operators require pilots
7 to use approach procedures.

8 (b) ISSUANCE OF GUIDANCE.—Not later than 1 year
9 after the date of enactment of this Act, the Administrator
10 shall review and analyze the collected data from the report
11 described in subsection (a) and issue guidance to air car-
12 riers on the most effective techniques and procedures to
13 use instrument approach procedures as a backup system
14 for visual approaches. Such guidance shall encourage the
15 use of instruments to provide vertical and lateral guidance
16 to mitigate the potential for a wrong surface alignment
17 and to provide flight crews with more precise vertical and
18 lateral deviation information.

19 **SEC. 8. NOTAM MODERNIZATION INITIATIVE.**

20 (a) IN GENERAL.—The Administrator shall lead an
21 effort to reform and update the “notices to airmen”
22 (NOTAM) system to harmonize with International Civil
23 Aviation Organization (ICAO) Annexes and Standards
24 and Recommended Practices (SARPS), including the ex-
25 isting methods of writing, formatting, and disseminating

1 information under this system, for the purposes of improv-
2 ing these notices' clarity, user-friendliness, and effective-
3 ness in conveying priority, safety-related concerns.

4 (b) REQUIREMENTS.—In carrying out this initiative,
5 the Administrator shall—

6 (1) collaborate with airlines and labor organiza-
7 tions representing pilots operating under part 121 of
8 title 14, Code of Federal Regulations, organizations
9 representing general aviation, air traffic controllers,
10 airport operations personnel, and the military on de-
11 veloping recommendations for improving the user-
12 friendliness of the content, style, and formatting of
13 NOTAMs, including any changes to existing conven-
14 tions for such items as abbreviations, punctuation,
15 font, and font size;

16 (2) collaborate with avionics manufacturers and
17 software developers in considering hardware and
18 software options for sending, accessing, and dis-
19 playing NOTAMs; and

20 (3) take appropriate actions within the Inter-
21 national Civil Aviation Organization (ICAO) to
22 adopt recommended standards on the writing, for-
23 matting, and disseminating of NOTAMs.

24 (c) REPORT TO CONGRESS.—The Administrator shall
25 issue a report to Congress not later than 1 year after the

1 date of enactment of this Act, and no less than every 6
2 months thereafter, until new standards for the writing,
3 formatting, and dissemination of NOTAMs have been
4 adopted by the FAA. This report shall include an update
5 on the progress of the work described in this section, in-
6 cluding an explanation of how any new recommendations
7 that have been developed will improve safety and an expla-
8 nation of any obstacles remaining to achieving consensus
9 for new international standards for the NOTAM system.

10 **SEC. 9. GAO STUDY ON RISKS ASSOCIATED WITH THE USE**
11 **OF CVR DATA IN FOREIGN COUNTRIES.**

12 (a) IN GENERAL.—The Comptroller General shall
13 take the lead in carrying out a study on the risks associ-
14 ated with the use of CVR data in investigations led by
15 foreign governments or units of foreign governments.

16 (b) CONTENTS.—At minimum, this study shall—

17 (1) review past incidents in which CVR data
18 was used by foreign governments or units of foreign
19 governments in such a way that the National Trans-
20 portation Safety Board found to depart from the
21 National Transportation Safety Board's standards
22 and procedures for a safety investigation, including
23 the use or circulation of CVR data for purposes
24 other than determining the causes of an accident or
25 safety incident, inappropriate release of data con-

1 tained on a CVR, or the dissemination of informa-
2 tion or conclusions based on a misinterpretation of
3 data contained on a CVR;

13 (4) provide recommendations on measures to
14 adopt to mitigate against such risks and ensure that
15 any use of CVR data serves the sole purpose of a
16 safety investigation, including recommendations for
17 the United States to make to ICAO to mitigate
18 these risks.

19 SEC. 10. TRANSPARENCY IN AIRCRAFT MAINTENANCE AND
20 REPAIR WORK.

21 (a) IN GENERAL.—Not later than 1 year after the
22 date of enactment of this Act, the Administrator shall up-
23 date the guidelines of the FAA for part 121 certificate
24 holders in implementing a Continuing Analysis and Sur-
25 veillance System (CASS) for their air carrier maintenance

1 programs to include reporting no less than once every 6
2 months by certificate holders to the FAA of any failure
3 to follow procedures in aircraft maintenance as well as any
4 major alteration, complete overhaul, or repair of mechan-
5 ical irregularities of each airframe, engine, propeller, and
6 appliance.

7 (b) ADVISORY.—Not later than 1 year after the date
8 of enactment of this Act, the Administrator shall issue an
9 advisory with formatting guidelines for air carriers to re-
10 port information as required under subsection (a).

11 (c) INCLUSION.—For each instance of a failure to fol-
12 low procedures and for each major alteration, overhaul,
13 or repair reported under the requirements of this section,
14 the Administrator shall require certificate holders to in-
15 clude any name and any physical address where the work
16 is carried out for each maintenance provider that performs
17 work.

18 (d) DEFINITIONS.—In this section, the terms “major
19 alterations”, “airframe”, “propeller”, and “appliance”
20 have the meanings given such terms in part 1 of title 14,
21 Code of Federal Regulations.

22 **SEC. 11. REVIEW OF FAA'S AVIATION SAFETY INSPECTION
23 PROGRAM.**

24 (a) AUDIT BY THE DEPARTMENT OF TRANSPOR-
25 TATION INSPECTOR GENERAL.—Not later than 6 months

1 after the date of enactment of this Act, the Inspector Gen-
2 eral of the Department of Transportation shall initiate a
3 review of the FAA's August 2017 Flight Standards reor-
4 ganization and its aviation safety inspection program.

5 (b) REVIEW.—The review shall include an evaluation
6 of—

7 (1) the FAA Flight Standards reorganization
8 from a geographic-based system to a functional-
9 based system;

10 (2) the implementation of the FAA's Compli-
11 ance Philosophy as it relates to safety inspections
12 and enforcements;

13 (3) the FAA's new oversight system known as
14 the Safety Assurance System (SAS);

15 (4) training for aviation safety inspector and
16 operational research analysts on the Compliance
17 Philosophy and SAS; and

18 (5) the impact of the FAA's reorganization and
19 SAS on the FAA's ability to produce reliable esti-
20 mates of aviation safety inspector and operational
21 research analyst staffing needs.

22 (c) REPORT.—The Inspector General shall submit to
23 the Committee on Transportation and Infrastructure of
24 the House of Representatives and the Committee on Com-
25 merce, Science, and Transportation of the Senate a report

1 on the results of its review and any recommendations to
2 improve the aviation safety inspection program of the
3 FAA.

4 **SEC. 12. DEFINITIONS.**

5 In this Act:

6 (1) ADMINISTRATOR.—The term “Administrator” means the Administrator of the Federal
7 Aviation Administration.

8 (2) COVERED EVENT.—The term “covered event” means—

9 (A) a category A or B runway incursion,
10 as defined in Order 7050.1B of the Federal
11 Aviation Administration (dated November 3,
12 2013);

13 (B) a landing on a taxiway, incorrect runway,
14 or other area not designed as a runway at
15 a public-use airport on land;

16 (C) descent by an aircraft below 300 feet
17 above ground level on approach to a taxiway,
18 incorrect runway, or other area not designed as
19 a runway at a public-use airport on land; or

20 (D) a landing by an aircraft notwithstanding an instruction by air traffic control
21 that the aircraft perform a missed approach or
22 go-around.

1 (3) FAA.—The term “FAA” means the Fed-
2 eral Aviation Administration.

3 (4) PART 121 AIR CARRIER.—The term “part
4 121 air carrier” means an air carrier that holds a
5 certificate issued under part 121 of title 14, Code of
6 Federal Regulations.

7 (5) PART 129 AIR CARRIER.—The term “part
8 129 air carrier” means an air carrier that holds a
9 certificate issued under part 129 of title 14, Code of
10 Federal Regulations.

○